

RAPID TRANSIT IS SOON TO COME.

If Consents Are Obtained Quickly It May Be a Reality in About Two Years More.

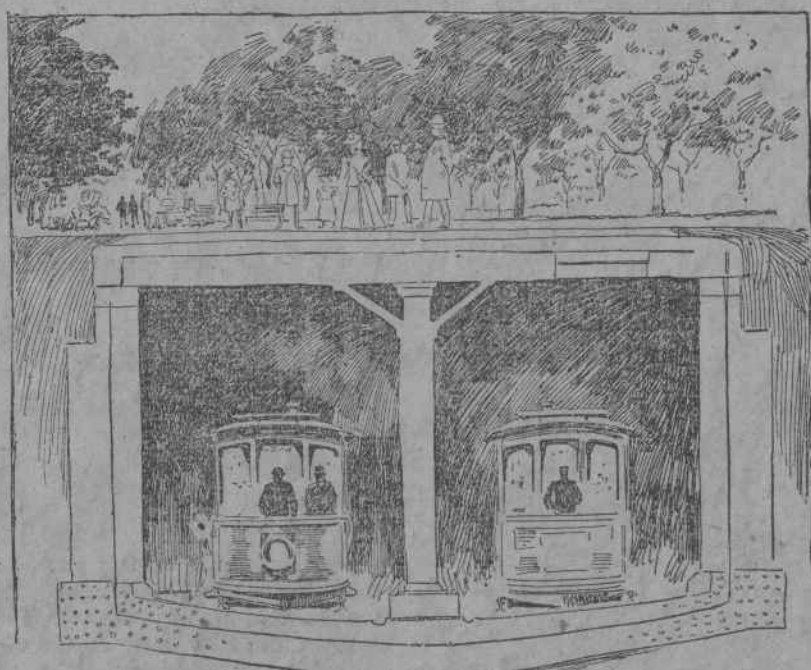
Committees of Citizens Are
Actively at Work on
This Point.

COMING ON VERY FAST.

Secretary Delafield Says He
Thinks the Courts Will Not
Have to Be Appealed To.

CONTRACTS SOON READY.

If All Goes Well October Will See
Them Let—First Drawings from
Official Cuts Showing De-
tails of the Scheme.



Two-track subterranean construction under Battery Park.

Two-track construction under Broadway, Mail street and Park Row to Frankfort street, where four-track system commences. The cable trenches are shown above; subway telegraphic channels in the upper corners of the illustration; gas, pneumatic and water pipes above and at the sides.

It would be, even if a majority of consents all along the line were obtained, before the Road could be ready to contract for the construction of the road, Mr. Delafield replied.

Perhaps by October.

"Under the most favorable circumstances the contract might be framed and ready for letting by the 1st of next October. That may seem like a long time ahead, but the burden of preparing the detailed plans is something enormous. The data have been obtained upon which to base the plans, which is, in itself, a great thing; but in order to frame the plans it becomes necessary to provide for all the details of construction of the road and for all the details of operation during a period of from thirty-five to fifty years. How long it would take to reach that point if we have to apply to the Supreme Court I would not like to even guess. An application probably could not be made ready for presentation before the Court takes its vacation at the end of June, and then it could not be acted upon before the October session."

Conference to Be Held.

"The property owners on Fourth avenue, Park avenue and Forty-second street have been invited to confer with the Board on Monday, May 10, at 3 p. m., with a view to explaining the exact situation to them and receiving the benefit of such suggestions as they may see fit to make with respect to details of the construction. The object of the meeting is to have a free interchange of views, in order to inform the property holders fully and prevent refusal of consents through misapprehension. "The matter of obtaining the consents of the Boulevard property owners is in the hands of Mr. Francis M. Jencks, Mr. C. T. Barney and others among the largest holders of real estate there, who are interesting themselves very actively in promoting the rapid transit project. I think there will be no difficulty whatever in obtaining all the necessary consents along the Boulevard."

It has been rumored that some opposition might be expected from property owners on Forty-second and One Hundred and Fourth streets, and while their antagonism would in all probability be powerless to prevent the ultimate realization of the rapid transit plans, it might cause regrettable delay through compelling the Board to seek the substituted consent of the Supreme Court. The Appellate Division of the Court, if the majority of property holders on other parts of the line demonstrate by their formal consents their desire for the construction of the road, would probably brush away factions opposition offered on a small section of the route with no hesitancy or compunction.

In response to a question as to how long

tion of rapid transit is a matter of the near future.

If what seems to be well founded anticipations of the favor of property owners along the line are realized and no trouble is met with in the getting of substitute authorization from the Supreme Court instead of consent of owners, the road can, and probably will, be built within a couple of years after the contracts for its construction are given out.

Mr. Lewis L. Delafield, secretary of the Board of Rapid Transit Commissioners, is strongly hopeful now that the voluntary consents of property owners along the proposed line of the road will be obtained, within a few weeks, in such proportion as to render unnecessary application to the Appellate Division of the Supreme Court for authority to commence operations. The matter is largely in the hands of committees of citizens whose activity has been very marked. Mr. Delafield said yesterday: "More than a majority in value of the property on Broadway below Ann street has been represented by petitioners for extension of the line under lower Broadway, and in that petition they promise their formal consents when called upon. They are now being called upon, and are giving their consents as fast as they can be got at, but, of course, that is a matter of a little time, as much of this property is under corporate ownership, and action by corporations is, naturally, slower than by individuals. I presume that if the consents were not given the Rapid Transit Board might possibly discontinue the south-east extension of the road, but there is no ground for any such apprehension."

"The consents of property owners on Elm street and on the route up to Fourteenth street are coming in very fast. Gentlemen representing a considerable part of the Elm street property, realizing how

Rapid Transit Mileage.

8.93 miles of two-track road underground, beneath Battery Park, Broadway, Mail street, Park row to Frankfort street, Boulevard from One Hundred and Third street to One Hundred and Twenty-second street, Boulevard beyond One Hundred and Thirty-fifth street and Eleventh avenue, East Side branch—One Hundred and Fourth street, Lenox avenue, Melrose avenue to One Hundred and Fifty-fifth street.

5.62 miles of two-track road, viaduct, Boulevard from One Hundred and Twenty-second street to One Hundred and Thirty-fifth street, Elwood street from Hillside avenue over Broadway and Two Hundred and Thirtieth street, ending at Bailey avenue, East Side branch—Westchester avenue from One Hundred and Fifty-fifth street, Southern Boulevard and Boston road to Bronx Park.

7.29 miles of four-track road, underground, beneath Centre street to Reade, Elm street, Lafayette place, Fourth avenue, Park avenue, Forty-second street, Broadway and under the Fifty-ninth street circle to the Boulevard.

21.84 miles, total length of road.

The Journal is enabled to present to-day accurate and detailed information, from the engineers' official maps, profiles, plans and data, concerning the route and system of construction of the proposed rapid transit roads, as finally adopted April 1 by the Rapid Transit Commissioners.

Nothing at all approximating this exhibit, in completeness and clearness, has before been allowed to leak out to public knowledge. The Commissioners' heaviest work is practically done, and the realization

CRUISER HURRIED OFF TO HONDURAS.

Americans to Be Protected
There, Even if Neg-
lected in Cuba.

ORDERS FOR MARBLEHEAD.

Her Commander to Hasten to
Puerto Cortez and Act with
United States Minister Cox.

By James Creelman.

Washington, May 8.—No outrage upon the rights of Americans in Cuba is sufficient to induce the Government to send a man-of-war to Havana, but the Navy Department to-day ordered the cruiser Marblehead to leave Key West and proceed to the coast of Honduras to guard the interests of Americans during the revolution in that country.

Washington, May 8.—The Marblehead is a cruiser of 2,080 tons displacement, is built of steel, has twin screws, an indicated horse-power of 5,451, and carries nine guns in her main battery, besides rapid fire and machine guns.

Other officers are: Lieutenant-Commander, Charles G. Bowman; Lieutenants, Walter C. Cowles, Henry Minnet and Reuben O. Butler; Ensigns, Henry F. Bryan and Benjamin E. McCormick; Surgeon, E. H. Green; Passed Assistant Paymaster, Samuel McGowan; Chief Engineer, Albert B. Williams; and Passed Assistant Engineer, Clarence A. Carr.

NEW PRESIDENT FOR FREE CUBA.

Dr. Eusebio Hernandez Will
Be Elected to Succeed
President Cisneros.

THE CHOICE OF GOMEZ.

He is Unalterably Opposed to
Annexation with the
United States.

Before the month ends the Republic of Cuba will have a new executive in the Presidential chair, and it will be, as was prophesied by special dispatches to the Journal in August last, Dr. Eusebio Hernandez. The election will be held on May 22, probably in a military camp near Najaza, in the Province of Puerto Principe. That Dr. Hernandez will be the choice of the council when it meets is assured, as he is the candidate of not only General Maximo Gomez, but of General Calixto Garcia and General Canale as well, which assures his election.

Dr. Hernandez, it is expected, will introduce many new features in the civil government of Cuba. He has many ideas at variance with those of the present Chief Executive, President Cisneros. He is unalterably opposed to annexation with the United States, believing that with political freedom the island can become the commercial queen of the West Indies. He is also likely to introduce numerous reforms.

The term of office of President Cisneros expires on May 22, when there will be a gathering of the military and civil leaders. The election of the new executive will be entrusted to two deputies from each of the ten provinces. There is only one candidate opposed to Dr. Hernandez, and that is General Maso, President Cisneros will retire because of his advanced age, which prevents him from giving that attention to his administrative duties that he otherwise would.

Dr. Hernandez was born in Colon, Province of Matanzas, forty-four years ago. At the breaking out of the revolution he came to this country and started with General Garcia on the ill-fated Hawkins expedition. Undaunted by the wreck of this vessel, he sailed on General Garcia's second expedition on the Bermuda. Reaching Cuba, he was offered the position of Cuban representative to South America, but believing that he could be of greater service to his country by remaining on the island, he was made Assistant Secretary of Foreign Affairs, and during the absence of Secretary Portuondo he became general counsel and private physician in the field to the Commander-in-Chief, General Gomez, which position he still holds.

Several years ago he married Senorita Angela Mesa, sister of the Cuban millionaire, Senor Tierso Mesa. They have three children, who, with their mother, live at No. 156 West Ninety-eighth street, this city.

Dr. Fernandez Mendez Capote will, in all probability, be elected Vice-President of the republic.

ARE THESE TOTS CITIZENS?

They Were Born Here, but Their Father
Has Not Been Naturalized.

Whether Josef Galonska, aged seven, and his sister, Franceska, six, are aliens or natives of the United States is a question. They arrived last Friday with their grandmother, Rosalia Makora, and their aunt, Angela Krul.

Bronislav Galonska, the father, said he lived in Boudville, Mass., and was capable of supporting his children and his mother-in-law. He came here eleven years ago, and nine years ago was married in Chicopee, Mass. Both his children were born in Sand Oak, N. H. Josef has been an idiot from birth, and five years ago he sent him and his sister to his wife's parents in Russia.

It appears that he has never declared his intention of becoming a citizen. He will go to Sand Oak and get the birth certificates of his children. The officials at Ellis Island think the children cannot be admitted on the claim that they are citizens. It is the first case of the kind brought to the attention of the Commissioners.

TRAIN GOES INTO A RIVER.

Accident on the Santa Fe Road Results in Injury to Three Persons.

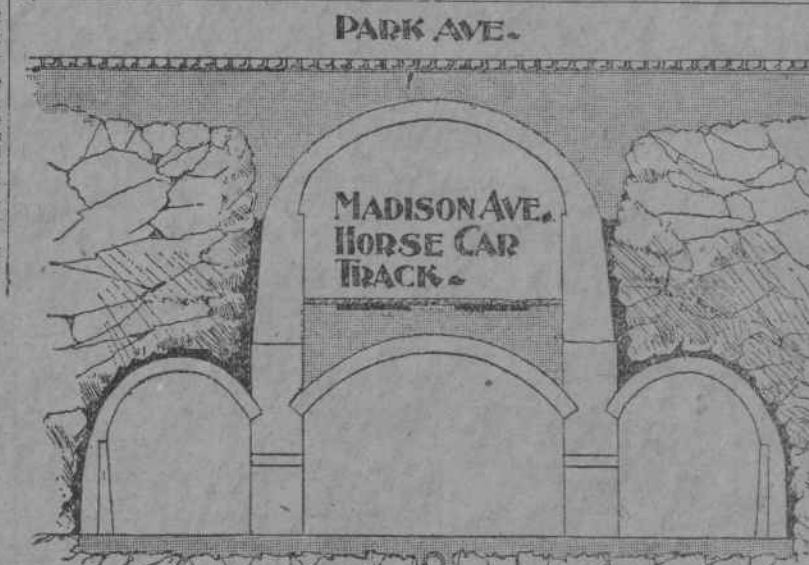
Pueblo, Col., May 8.—Passenger train No. 5 on the Santa Fe Railway, from the East, due here at 7 o'clock this morning, went through the bridge over the Arkansas River at Lamar, 115 miles east of here at 3 o'clock. The engine, mail baggage car, smoker and chair car all went into the river, two sleepers only remaining on the track. The engineer and two tramps were injured.

Gambona Pinta's Usefulness Gone.

Washington, May 8.—The little steamer Pinta, which has served for many years as a gunboat in Alaskan waters, has been ordered home to Mare Island. She has outlived her usefulness, and to insure her a safe voyage down the coast the Alert has been ordered from San Francisco to Sitka to convoy her.

Orders for the Marblehead.

The orders of Secretary Long to Commander Theodore F. Jewell, of the Marblehead, to proceed to the coast of Honduras to guard the interests of Americans during the revolution in that country, were issued to-day.



The deep tunnel through the rock, beneath the Madison Avenue horse car tracks, from Thirty-fourth street to Forty-second street. Four tracks are carried in the three lower arched tunnels, two in the central one and the others on the sides.

vantage it will be to have a rapid transit road completed there.

At the same time I learn that the sternest possible measures are being taken to prevent expeditions from the United States to Cuba. Even the revenue cutters have been turned over to navy control in order that the whole police powers of the American Government may be effectively used in the interest of Spain against the unhappy young Cuban republic. Secretary of the Navy Long said to-day, when asked as to the policy of the Administration in his department in Cuban matters:

"The policy of the Navy Department will not change from that of the past Administration. The Marblehead has been sent to Honduras to look after American interests in that country, but the two other vessels, the Vesuvius and Montgomery, will remain on duty off the Southern coasts to prevent filibustering."

Treasury Department's Course.

Mr. Vanderlip, private secretary to Secretary of the Treasury, when asked as to that department's intentions in the matter, replied that the same course would be pursued as formerly, and that it was the Secretary's intention to keep sufficient cutters in service to prevent infractions of the laws of the United States.

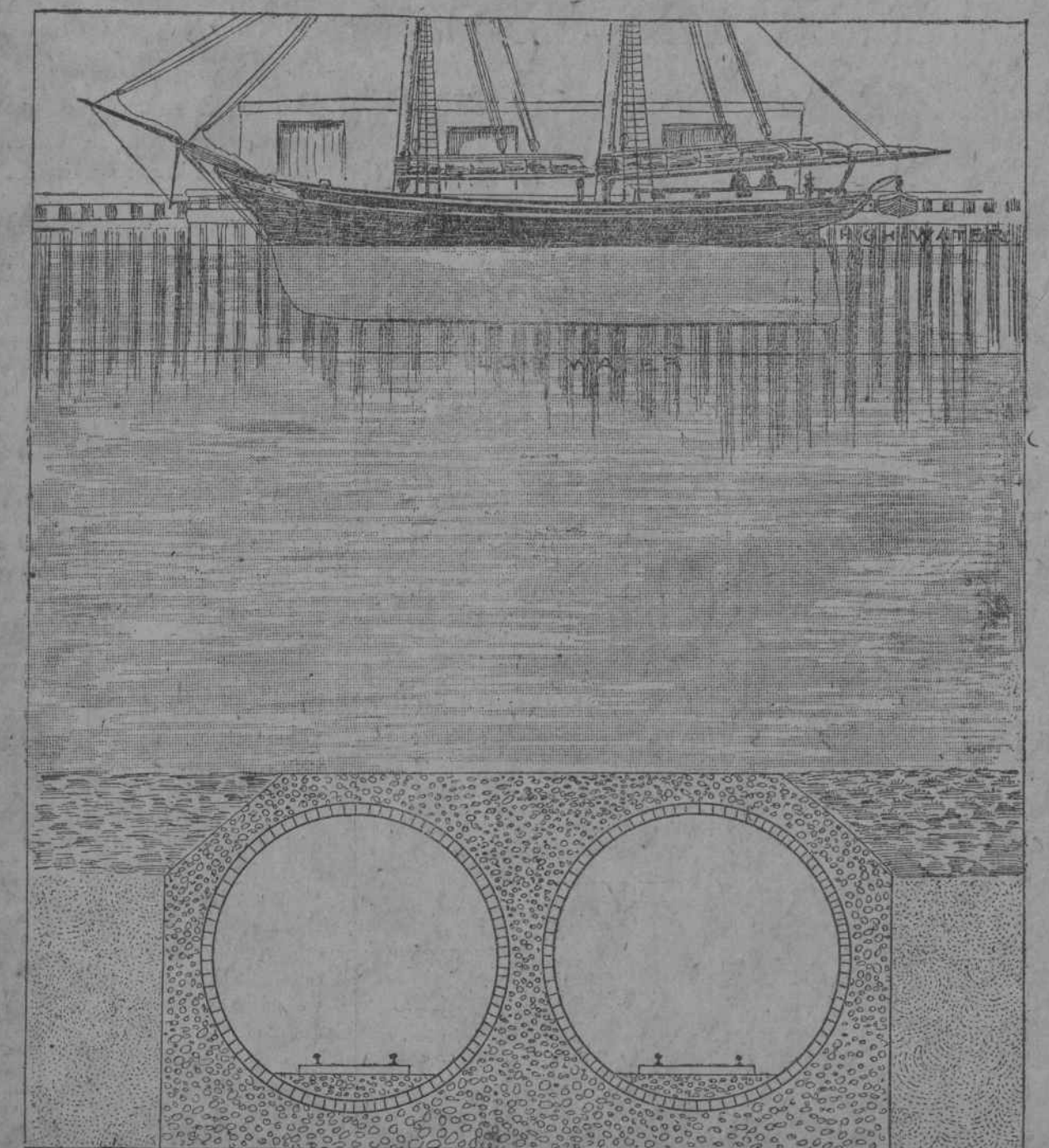
On April 8 President McKinley issued an order, under section 2,257 of the Revised Statutes, detailing the revenue cutters Colfax at Charleston and Boutwell at Savannah to duty with the vessels of the navy now on filibustering duty. Thus he practically took the matter of guarding against infractions of the revenue laws out of the hands of the Treasury Department, where it properly belongs, and placed it in those of the Navy.

The cutters Forward, from Tampa to Key West, and the McLean, from Key West to Cape Florida, are still under the orders of the Treasury Department and engaged on the same duty as formerly. The Montgomery has her headquarters at Pensacola, and the Vesuvius at Jacksonville.

Former Vice-President Stevenson, with his wife and daughter, and General Paine, the other commissioners, sailed with Senator Wolcott. The ladies were gratified to find lavish floral offerings awaiting them on board ship.

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Rapid transit tunnels under the Harlem River. Each track will have a separate tunnel fifteen feet in diameter.